

EXECUTIVE SUMMARY

The District Department of Transportation (DDOT), in response to citizens' comments, is investigating transportation improvements in the Pennsylvania Avenue, SE area. The consultant firm of Johnson, Mirmiran, and Thompson (JMT), with the assistance of DDOT staff, is examining existing and future conditions within the study area and developing short term and long term options. The options address issues raised through citizen input and identified during the technical analysis. Specifically, the proposed improvements will look to improve traffic, transit, pedestrian and bicycle, access operations, and safety.

Four categories were developed for the proposed options for the Pennsylvania Avenue, SE Transportation Study. Each of the short-term and long-term transportation options within these four categories help create a more livable community so that residents have an attractive place to live, work, play, and have a sense of pride. These categories are: Community Cohesiveness and Amenities, Community Circulation, Pedestrian Accessibility and Transit Facilities, and Overall Circulation of Pennsylvania Avenue, SE.

- Community Cohesiveness and Amenities – The purpose is to create a more unified community throughout the study area, both with adjacent neighborhoods along the corridor as well as creating a sense of a single community between neighborhoods to the north and south of Pennsylvania Avenue, SE. These options also provide a variety of amenities to the area.
- Community Circulation – The purpose is to provide the citizens within the study area greater ease in getting around the study area.
- Pedestrian Accessibility and Transit Facilities – The purpose is to provide improved pedestrian accessibility within the study area as well as to improve and promote the use of transit.
- Overall Circulation of Pennsylvania Avenue, SE – The purpose is to improve traffic operations throughout the study area to aid both the local community as well as the commuter to traverse the area as efficiently as possible.

A total of 26 short term options and 11 long term options have been developed providing improvements to the various transportation and safety concerns within the study area. The following table illustrates the break down of options by category as well as total costs.

Category	Short Term Options¹ Total Number of Projects	Long Term Options² Total Number of Projects
Community Cohesiveness and Amenities	4	2
Community Circulation	7	2
Pedestrian Accessibility and Transit Facilities	8	4
Overall Circulation of Pennsylvania Avenue, SE	7	3
TOTAL³	26 Options \$1.5 million - \$2.0 million	11 Options \$37.9 million – \$45.2 million

1. Short Term Options – Any option that can be completed within the next 12 months
2. Long Term Options – Any options that will take longer than a 12 month period to complete
3. Cost does not include construction cost, administration/overhead cost, engineering cost, escalation cost, or right-of-way cost.

The attached tables, broken out by location, describe each of the options as well as the various benefits for each option. It should be noted that the order of the matrix (by location) best illustrates the total number of improvements at each location along the Pennsylvania Avenue, SE corridor, however, the following report describes the options by category, not location.

Pennsylvania Avenue, SE Transportation Study: Corridor Options - Community Cohesiveness and Amenities

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
CCA	Reduce Speeds – Placement of Variable Speed Display	<ul style="list-style-type: none"> Provides visual reminder to motorists about posted/traveled speeds Encourages motorists to slow down to reasonable speeds Provides flexibility due to the portability of display which allows for display to be set up at a variety of locations 	Short-Term	Requires Agency Coordination	<ul style="list-style-type: none"> Citizens requested speed cameras. Citizens requested more law enforcement
CCA	Signs – Replace Regulatory Signs along Pennsylvania Avenue, SE	<ul style="list-style-type: none"> Provides better understanding of the regulations Increases chances of regulations being followed creating safety and efficiency 	Short-Term	Funded Separately	<ul style="list-style-type: none"> Request schedule of DDOT contract
CCA	Parking – Clarify Signing Regarding Restrictions/Regulations	<ul style="list-style-type: none"> Provides better understanding of the restrictions and regulations Increases chances of restrictions and regulations being followed Increases ease of enforcement by the police 	Short-Term	\$140,000	<ul style="list-style-type: none"> Citizens requested the elimination of parking between Southern Avenue and Alabama Avenue
CCA	Signs – Extend Wayfinding Signs	<ul style="list-style-type: none"> Provides uniform look to Pennsylvania Avenue, SE on both sides of the Anacostia River Increases aesthetics and visibility of signs Assists in preventing motorists from getting lost 	Short-Term	\$10,000	
CCA	Streetscape – Provide Streetscape Amenities along the Corridor	<ul style="list-style-type: none"> <i>Lighting</i> – used to increase the safety as well as the character of sidewalks and streets <i>Curb and Gutter</i> – granite curb will be used to take advantage of its aesthetics and longevity <i>Sidewalks</i> – improvement of sidewalks will increase pedestrian safety and unify the community <i>Enhanced Medians</i> – upgrades will bring a feeling of community and improve aesthetics of the region 	Long-Term	\$10,750,000	
CCA	Safety – Place Red Light Running Cameras at Intersections	<ul style="list-style-type: none"> Increases safety by decreasing the number of red light incidents Increases safety by forcing drivers to be more aware of their speeds as they approach intersections 	Long-Term	Requires Agency Coordination	

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Corridor Options - Community Circulation

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
CC	Signals – Improve Signal Timing within the Study Area	<ul style="list-style-type: none"> Improves access to and from adjacent communities by minimizing delays Improves efficiency of corridor through optimization of signals 	Short-Term	\$180,000	
CC	Traffic Calming – Place Devices in Neighborhoods to Deter Cut-Through Traffic	<ul style="list-style-type: none"> Increases pedestrian/bicyclist safety through neighborhoods Decreases cut-through traffic Improves aesthetics and safety within neighborhoods 	Long-Term	Ranges \$2,000 - \$50,000 per device	

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Corridor Options - Pedestrian Accessibility and Transit Facilities

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
PATF	Pedestrians – Review Pedestrian Signals and Timing	<ul style="list-style-type: none"> Provides pedestrians ample to cross street Improves pedestrian safety with “count-down clocks” by providing the pedestrian with the time remaining that he/she has to cross the street 	Short-Term	\$165,000	
PATF	Pedestrians – Complete Sidewalk Network within Study Area	<ul style="list-style-type: none"> Increases pedestrian accessibility throughout study area Improves pedestrian safety 	Short-Term	\$725,000	<ul style="list-style-type: none"> Citizen stated that at the intersection with Branch Road – placing the missing sidewalk would be in close proximity to the roadway – suggested to place a barrier between the roadway and sidewalk
PATF	Pedestrians – Provide for ADA Compliance	<ul style="list-style-type: none"> Increases pedestrian accessibility for pedestrians with disabilities Increases pedestrian accessibility for pedestrians with strollers 	Short-Term	\$165,000	
PATF	Bicycle Lanes – Provide signage directing bicyclists to a route through the area	<ul style="list-style-type: none"> Provides a “safe” route through the area for bicyclists Completes the bicycle connection from the east of the project area to the hiker/biker trail across the Sousa Bridge 	Short-Term	\$1,500	<ul style="list-style-type: none"> This option has been added based on comments heard at the July 14, 2003 Public Meeting
PATF	Transit – Place Amenities at High Volume Bus Stops	<ul style="list-style-type: none"> Provides higher visibility of bus stops Increases aesthetics and conveniences for the transit user 	Short-Term	\$29,000 per location at 9 locations = \$261,000	<ul style="list-style-type: none"> Citizens requested that shelters be placed with no benches
PATF	Pedestrians – Place Textured Crosswalks at Intersections with Pedestrian Amenities	<ul style="list-style-type: none"> Provides a completed pedestrian network along Pennsylvania Avenue, SE Provides a safer pedestrian network Increases driver awareness of pedestrians while promoting a higher sense of a unified community 	Long-Term	\$1,800,500	

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Corridor Options - Overall Circulation of Pennsylvania Avenue, SE

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
OCA	Reversible Lane – Improve Signage along Pennsylvania Avenue, SE	<ul style="list-style-type: none"> Increases driver’s awareness and expectancy Increases safety 	Short-Term	\$10,000	
OCA	Reversible Lane – Place Overhead Signs	<ul style="list-style-type: none"> Increases visibility of reversible lane configuration Minimizes confusion for “time of day” use Increases safety for all motorists 	Long-Term	\$790,000	<ul style="list-style-type: none"> Citizen support this option – suggested that signs placed by aesthetically pleasing and fit in with the community and surrounding environment.

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location

Pennsylvania Avenue, SE/Southern Avenue

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
PATF	Signs – Place Signs in Maryland Encouraging Transit and Carpool Use	<ul style="list-style-type: none"> Relieves congestion by encouraging carpooling and Metro Rail use 	Short-Term	\$6,000	
CC	Signals – Repair Loop Detectors at Pennsylvania Avenue, SE/Southern Avenue	<ul style="list-style-type: none"> Allows intersection to operate properly 	Short-Term	\$8,000	
OCPA	Pavement Markings – Change Lane Configuration at Pennsylvania Avenue, SE/Southern Avenue	<ul style="list-style-type: none"> Improves intersection capacity 	Short-Term	\$2,000	
CC	Turn Lane Lengths – Increase Turn Lane Lengths to Accommodate Turning Volumes	<ul style="list-style-type: none"> Increases storage length from the left turn lane from southbound Southern Avenue to eastbound Pennsylvania Avenue, SE Improves community access to Pennsylvania Avenue, SE 	Short-Term	\$1,500	

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location

Pennsylvania Avenue, SE/Branch Avenue

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
CC	Pavement Markings – Northbound Branch Avenue Improvements	<ul style="list-style-type: none"> Minimizes storage length decreasing overall motorist delay Increases efficiency of intersection 	Short-Term	\$25,000	
OCPA	Intersection Improvements – Correct Eastbound Transition at the Intersection of Pennsylvania Avenue, SE/Branch Avenue	<ul style="list-style-type: none"> Increases safety through the intersection during the PM peak period Minimizes impact of bus stop on southeastern corner of intersection to through traffic Minimizes impact of motorists turning left into Penn Branch Shopping Center to through traffic 	Short-Term	\$10,000	<ul style="list-style-type: none"> Citizens supported this option

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CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location
Pennsylvania Avenue, SE/Texas Avenue

CC

Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
Signals – Complete Detailed Signal Warrant Analysis at the Intersection of Pennsylvania Avenue, SE/Texas Avenue. Install New Signal if Warranted.	<ul style="list-style-type: none"> Introduces traffic calming in the area recording the highest speeds. Allows for vehicles to platoon along Pennsylvania Avenue, SE helping other unsignalized side streets gain access to Pennsylvania Avenue, SE Allows for a signalized pedestrian crosswalk to access the eastbound bus stop. 	Short-Term	\$100,000	<ul style="list-style-type: none"> Citizens requested this traffic signal to slow vehicles and improve safety

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location
Randle Highlands Elementary School

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
PATF	Signs – Repair Damaged School Flashers at Randle Highlands Elementary School	<ul style="list-style-type: none"> Increases drivers’ awareness of school Improves school children pedestrian safety 	Short-Term	\$35,000	
PATF	Pedestrian – Repair damaged pedestrian signal at Pennsylvania Avenue, SE/31 st Street	<ul style="list-style-type: none"> Improves safety for pedestrians/school children crossing at this location by allowing them to activate crossing signal 	Short-Term	\$10,000	<ul style="list-style-type: none"> This option has been added based on comments heard at the July 14, 2003 Public Meeting
PATF	Intersection Improvements – Simplify to Create Better Pedestrian Access at the Intersection of Pennsylvania Avenue, SE/31 st Street	<ul style="list-style-type: none"> Minimizes crossing distance along Pennsylvania Avenue, SE for pedestrians and school children Increases visibility of school crossing Improves safety by meeting driver and pedestrian expectations for layout of an intersection 	Long-Term	\$275,000	<ul style="list-style-type: none"> Citizens supported this option – suggested to include a countdown clock at this location

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CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location

Pennsylvania Avenue, SE/29th Street/28th Place

PATF

Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
Intersection Improvements – Simplify to Create Better Pedestrian Access at the Intersection of Pennsylvania Avenue, SE/29 th Street/28 th Place	<ul style="list-style-type: none"> Provides safer pedestrian access through community Increases potential community park areas Improves safety by meeting driver and pedestrian expectations for layout of an intersection Minimizes vehicular conflict points 	Long-Term	\$350,000	<ul style="list-style-type: none"> Citizens supported this option – stated that the Engine Company Number 19 is currently getting a red light installed

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CCA

Community Cohesiveness and Amenities

PATF

Pedestrian Amenities and Transit Facilities

CC

Community Circulation

OCPA

Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location
Pennsylvania Avenue, SE/27th Street

PATF

Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
Transit – Repair Damaged Facility	<ul style="list-style-type: none"> Increases safety of bus stop 	Short-Term	Requires Agency Coordination	

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CCA

Community Cohesiveness and Amenities

PATF

Pedestrian Amenities and Transit Facilities

CC

Community Circulation

OCPA

Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location
Pennsylvania Avenue, SE/Minnesota Avenue/25th Street

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
OCPA	Median Improvements – Modify Median at Pennsylvania Avenue, SE/ southbound Minnesota Avenue	<ul style="list-style-type: none"> Improves efficiency of eastbound traffic Increases safety for eastbound and westbound traffic 	Short-Term	\$17,000	
CC	Intersection Improvements – Simplify to Create Better Efficiency at the Intersection of Pennsylvania Avenue, SE/Minnesota Avenue/25 th Street	<ul style="list-style-type: none"> Decreases number of conflict points along Pennsylvania Avenue, SE Increases potential community park areas Increases eastbound left turn lane storage length 	Long-Term	\$820,000	<ul style="list-style-type: none"> Citizens felt that pedestrian issues are not fully addressed with this option Citizens strongly endorse the unification of the parklands

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location

Pennsylvania Avenue, SE/Fairlawn Avenue

CC	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
	Channelization – Create Right-In, Right-Out Only at Northbound Fairlawn Avenue	<ul style="list-style-type: none"> Prohibits illegal maneuver of motorists accessing the Anacostia Freeway (I-295) northbound on-ramp Increases safety at this location 	Short-Term	\$30,000	<ul style="list-style-type: none"> Citizen stated that an additional barrier should be included to further deter motorists <p>* (cost reflects this addition)</p>

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CCA	Community Cohesiveness and Amenities	PATF	Pedestrian Amenities and Transit Facilities
CC	Community Circulation	OCPA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location

Pennsylvania Avenue, SE/Anacostia Freeway (I-295)

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
OCA	Median Improvements – Close Median Barrier at CSX Rail Line	<ul style="list-style-type: none"> Increases safety by disallowing illegal maneuvers Increases left turn storage length 	Short-Term	\$17,500	
OCA	Roadway Improvements - Pave Over CSX Rail Lines	<ul style="list-style-type: none"> Eliminates delay caused by WMATA buses stopping at tracks Minimizes chances of rear-end accidents 	Short-Term	\$29,000	
OCA	Pavement Markings – Increase the Storage Length for Eastbound Pennsylvania Avenue, SE Left Turns at the Anacostia Freeway (I-295) Northbound On-Ramp	<ul style="list-style-type: none"> Increases designated left turn storage length Minimizes weave and confusion across the Sousa Bridge 	Short-Term	\$23,500	<ul style="list-style-type: none"> Citizen suggested that flexi-poles be installed to further channelize the left turn lanes.

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CC	Community Circulation	OCA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options by Location

Pennsylvania Avenue, SE/Anacostia Freeway (I-295) (continued)

	Option - Description	Benefits	Short-Term* vs. Long-Term**	Approximate Cost***	What We Heard
OCA	Interchange Configuration – Place Directional Ramp on the Northwestern Quadrant of Pennsylvania Avenue, SE/Anacostia Freeway (I-295) Interchange	<ul style="list-style-type: none"> Provides for motorists to directly access westbound Pennsylvania Avenue, SE Minimizes amount of u-turns occurring along Pennsylvania Avenue, SE between the Anacostia Freeway (I-295) and 27th Street Decreases traffic volumes along southbound Anacostia Freeway (I-295) exit ramp to eastbound Pennsylvania Avenue 	Long-Term	\$3,000,000 - \$5,000,000	
OCA	Interchange Configuration – Place a Single Point Urban Diamond Interchange at Pennsylvania Avenue, SE/Anacostia Freeway (I-295) Interchange	<ul style="list-style-type: none"> Increases efficiency of interchange Eliminates weaving throughout the interchange Minimizes the number of conflict points at this location 	Long-Term	\$20,000,000 - \$25,000,000	<ul style="list-style-type: none"> Citizens strongly support this option.

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CC	Community Circulation	OCA	Overall Circulation of Pennsylvania Avenue, SE

Pennsylvania Avenue, SE Transportation Study: Options Not Pursued

Option - Description	Issues
Transit – Provide Westbound HOV Lane During AM Peak Period	<ul style="list-style-type: none"> Increases overall congestion along eastbound Pennsylvania Avenue, SE by limiting the number of usable lanes for all vehicles Decreases benefit to HOV vehicles by sharing the lane with buses due to the frequent number of bus stops within the study area
Reversible Lane – Revise Operations	<p><i>Four Westbound Lanes/One Eastbound Lane (left turns prohibited)</i></p> <ul style="list-style-type: none"> Decreases efficiency of the following intersections with Pennsylvania Avenue, SE: <ul style="list-style-type: none"> Branch Avenue Minnesota Avenue Prohibits eastbound left turns into communities Decreases response time for emergency vehicles due to accessibility issues <p><i>Eliminate Reversible Lane – Maintain Three Westbound Lanes/Two Eastbound Lanes</i></p> <ul style="list-style-type: none"> Decreases efficiency at the intersection of Pennsylvania Avenue, SE/Branch Avenue
Roadway Improvements – Create a Free Flowing Eastbound Right Turn Lane onto Branch Avenue	<p><i>Option Removed due to Community Input</i></p> <ul style="list-style-type: none"> Citizens stated that this option is not pedestrian friendly
Turn Lane Lengths – Increase Turn Lane Length to Accommodate Turning Volumes	<p><i>Option Removed due to Community Input</i></p> <ul style="list-style-type: none"> Citizens stated that this option eliminates too much parking at this location which the residents of nearby apartment buildings utilize.
Transit – Provide Bus Pull-Over Lane at L'Enfant Square	<p><i>Option Removed due to Community Input</i></p> <ul style="list-style-type: none"> Citizens requested a pull-over lane at the bus stop located just west of this location along Pennsylvania Avenue, SE Citizen stated that bus pull-over lanes should not be implemented due to bus drivers not fully utilizing them
Traffic Calming – Close Fairlawn Avenue to deter Cut-Through Traffic	<p><i>Option Removed due to Community Input</i></p> <ul style="list-style-type: none"> Citizens stated that closing Fairlawn Avenue would negatively impact the community within the nearby vicinity.
Interchange Configuration – Place Loop Ramp on the Southeastern Quadrant of Pennsylvania Avenue, SE/Anacostia Freeway (I-295) Interchange	<ul style="list-style-type: none"> Decreases safety of area due to the amount of vehicular weave Requires purchase of right-of-way Impedes future use of existing rail line Requires relocation of existing ramp into the surrounding community
Interchange Configuration – Place an Interchange at Pennsylvania Avenue, SE/Minnesota Avenue	<ul style="list-style-type: none"> Decreases visual aesthetics for the community Promotes “freeway” mentality through the surrounding communities Provides a physical barrier between the communities north and south of Pennsylvania Avenue, SE Impacts businesses and houses at this location Decreases pedestrian and bicycle safety

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